

IN THE SPECIFICATION

At page 1, immediately after the title, please insert -

CROSS REFERENCE TO RELATED APPLICATION(S)

This is a continuation of Application Serial No. 09/692,062 filed October 19, 2000 which
was a continuation of Application Serial No. 09/141,124, filed August 27, 1998.

Please replace the paragraph at page 1, line 1 with the following paragraph (marked up version attached in Appendix):

This invention relates to a vehicle with a superstructure having at least one swiveling mast on a slewing gear and a frame support with the aid of front and back movable telescopes disposed on each side of the long side of the vehicle. Stationary telescopes are disposed at least partly in an arc tangentially to the longitudinal direction of the vehicle and extend in each case from one of the long sides of the vehicle profile inward substantially as far as the middle of the vehicle and then on to the same long side of the vehicle profile.

Please replace the paragraph at page 1, lines 16-23 with the following paragraph (marked up version attached in Appendix):

The tilting moments from the mast regularly make it necessary to provide the support outside the vehicle profile. This profile must be maintained for the driving mode. Although the tilting moments toward the front and/or back are less problematic about the transverse axis of the vehicle than about the longitudinal axis of the vehicle, tilting moments about the longitudinal vehicle axis are unavoidable in most cases. This results in outreaches of the frame support disposed outside the vehicle profile in the extended state even in vehicles of the above-described simpler construction.

Please replace the paragraph at page 2, lines 8-14 with the following paragraph (marked up version attached in Appendix):

Such vehicles are known in the art (DE 43 44 779 A1, corresponding to U.S. Pat. No. 5,638,967 issued June 17, 1997 to Heckmann), and the vehicles typically have a swiveling mast which

A5
extends to deliver concrete at considerable heights. The stationary telescopes of each side of the vehicle are executed here separately from each other in carriers and disposed on the vehicle frame either one above the other or concentrically to each other. This leads to a considerable space requirement on both sides of the vehicle and also to additional technical effort due to the separate fastening of each stationary telescope to the vehicle frame, one consequence being an increase in vehicle weight, which is already substantially exploited by the heavy superstructure.

Please replace the paragraph at page 2, lines 15-16 with the following paragraph (marked up version attached in Appendix):

A6
The invention takes a different path.

Please replace the paragraph at page 2, line 30 through page 3, line 4 with the following paragraph (marked up version attached in Appendix):

A7
Preferably, the movable and the stationary telescopes are congruent in their common carrier. This means that the clear profile of the carrier corresponds to the outer cross sections of the movable telescopes, apart from the necessary clearance of motion. Depending on the design of the guide in the form of plain or roller bearings this results in carriers with a small space requirement.

Please replace the paragraph at page 3, lines 5-9 with the following paragraph (marked up version attached in Appendix):

A8
According to a further advantageous embodiment of the invention, the carriers of the stationary telescope are congruent on both sides of the vehicle. This means that the space requirement for the stationary telescopes is the same on both sides of the vehicle, which furthermore simplifies the technical effort for the carriers since they match each other in their essential dimensions.

Please replace the paragraph at page 3, lines 14-21 with the following paragraph (marked up version attached in Appendix):

A9
These embodiments of the invention are not necessary for its realization, however. The invention instead allows the telescope jibs or stabilizing extensions to be disposed and designed in accordance with the requirements of the individual case. The movable telescopes of at least one, but preferably both, sides of the vehicle therefore have different curvatures and the carriers have a corresponding curvature for each telescope. Such a design of the frame support permits different spans on the front and back frame supports and thus a better adaptation of the frame support to the tilting moments dependent on the mast.

Please replace the paragraph at page 3, line 22-24 with the following paragraph (marked up version attached in Appendix):

A10 ^{EC}
9/5/02
For this purpose, one of the two stationary telescopes ^{has} have a curvature, and the other can be lined out, i.e. can extend in a straight line.

Please amend the paragraph beginning at page 3, line 29 (marked up version attached in Appendix), such that the paragraph reads as follows:

A-11
Fig. 2 shows the object of Fig. 1 with retracted telescopes in a schematic side view.

Please replace the paragraph at page 3, line 30 through page 4, line 4 with the following paragraph (marked up version attached in Appendix):

A12
Vehicle 1 has superstructure 2 having swiveling mast 3 on a slewing gear 4 behind cab 5 of truck undercarriage 6 and a frame support designated in general as 70 in FIG. 1. The mast is divided with the aid of operating joints into three sections 7, 8, and 9 and supported at 10 for the journey on an auxiliary frame not shown in detail. The superstructure furthermore includes concrete pump 11 whose feeding hopper is disposed behind mast support 10.

Please replace the paragraph at page 4, lines 22-30 with the following paragraph (marked up version attached in Appendix):

A13
Stationary telescopes 23, 24 and 25, 26 of front and back movable telescopes 14, 15 and 17, 16 of each long side of the vehicle are in communication with common carrier 27, 28. The telescopes associated with each side of the vehicle are disposed one behind the other in these carriers and emerge from ends 29, 30 and 31, 32 of carriers 27, 28 associated therewith. Consequently, fully retracted movable telescopes 14, 15 and 16, 17 do not exceed the vehicle profile in the horizontal so that no excess widths of the vehicle result in the driving mode. Furthermore, the space between chassis members 270 and 280 and the long side of the vehicle is utilized in the perpendicular only in the carrier plane, thereby ensuring economy of space.

Please replace the paragraph at page 5, lines 1-5 with the following paragraph (marked up version attached in Appendix):

A14
In the embodiment the movable and stationary telescopes are congruent with their common carrier 27, 28. For carriers 27 and 28 this results in an inside cross-section reduced to the necessary measure, i.e. equal to or less than the horizontal profile of the vehicle. Furthermore, carriers 27, 28 of stationary telescopes 23 to 26 are congruent on both sides of the vehicle. This results in equal spans on both sides of the vehicle with the telescopes fully extended.

Please replace the paragraph at page 5, lines 16-19 with the following paragraph (marked up version attached in Appendix):

A15
Likewise deviating from the shown embodiment, at least one of the two stationary telescopes 23 to 26 disposed in carrier 27, 28 can be lined out, i.e. extended in a straight line. This permits the particular front or back frame support to be shifted further forward or backward on one or both sides in order to take better account of a given individual case.

IN THE CLAIMS

Please cancel claim 6, amend claims 1, 3, and 4, and add new claims 7-10 (marked up version attached in Appendix), such that pending claims 1-5 and 7-10 are as follows: